

ROAD BUILDING

OIL APPLIED TO DIRT ROADS

Much Used in Illinois as Preventive of Mud as Well as Dust—Several Good Methods.

(By T. M. CISEL)

Many roads in the oil fields of Illinois have been treated with oil which is a preventive of mud as well as dust. Roads that were put in shape and well sprinkled with oil last fall stood the winter travel which is always heavy in the oil fields, and came out in the spring with very little needed repairs.

In applying oil to our common dirt roads several methods are employed. Sometimes where the road is in good shape the oil is sprinkled on without any further preparations. This is sufficient for summer roads and for holding down the dust, but a better method should be employed where good winter roads are expected.

First the road should be well worked with the road machine, then apply the oil with sprinker, putting on enough to well dampen the fresh worked dirt, then a disk or harrow should be used to mix the oil well with the clay; after sprinkling again, the roller is used to smooth down and pack the roads.

After this the road should be sprinkled once a month in winter to keep it from taking water.

All ruts must be filled with dirt as soon as they commence to form. Also wet down this filling with oil.

After two years of this treatment roads become solid and show but little waste from travel and rain. Well piled roads are dustless.

Sand roads are treated the same way but require more oil to put them in shape. A common water tank with street sprinkling attachment is all that is required for applying it to the roads.

PREVENT STEEP ROAD CUTS

Difficulty Usually Experienced in Mountains or Hilly Country is in Repairing Washouts.

In a mountainous or hilly country where the roads must be built with considerable grade, one difficulty which is usually experienced in their maintenance is in repairing washouts.

When a heavy shower falls upon the road and adjoining country, water will find its way to the depressions worn by the wheels. It flows down these depressions, gaining volume and velocity as it goes until the road surface is eroded and deep ruts often formed. The road which was good in the beginning is now rough and rutty and unpleasant and even dangerous to travel over.

One of the very best methods for preventing this cutting writes E. B. House of the Colorado Agricultural College is to build across the road at intervals of two or three hundred feet, ditches running entirely across the road. These ditches should be about one foot deep and perhaps three feet wide. They should be so located that they will discharge their water at some distance from the road and in such places that the water will continue on down the hill from the road.

In order that the road may be smooth, plank bridges are placed across these ditches. These are very simple affairs, 4x4 answering the purpose for the stringers and 2x6s or 2x4s doing very well for the flooring. These planks should be placed so that cracks one and one-half to two inches wide are left between each plank. These cracks then running across the road allow the water coming down the road to go through them, into the ditch and pass away. In this way the volume of water flowing over the road surface is kept down and cutting prevented.

MAINTENANCE IS ESSENTIAL

Road Repairing as Important as Building, According to Official of Agricultural Department.

Logan W. Page, chief of the office of public roads, of the department of agriculture, is bending every energy to impress upon the people of the country that maintenance and effective repair are of equal importance with the actual improvement of bad roads. Investment of money in new roads does not become real economy until provision is made for keeping those new roads in condition after they are built. If a new road was built and then allowed to fall into disrepair, much of the original investment is simply wasted.

Quite frequently the office of public roads, when called upon for assistance by the various states, points out that road building is an art based on a science, and that trained men and experienced men are necessary to secure the best results from the expenditure of road funds.

Statisticians have figured out that although the average expenditure on the improvement of roads exceeds \$1,000,000 a day, a large portion of it is wasted because of the failure to build the right type of road to meet local requirements or the failure to provide for the continued maintenance of the improvement.

Improve Social Conditions.
Good roads not only bring the market nearer to you but they improve the social condition of your community because they bind neighbors and friends more closely.

Left to the Individual Taste.



It seems that designers who endeavor to prepare styles which they hope will become fashions, have worked along the most independent lines. There is no apparent uniformity of ideas in the construction of costumes, except the general approval given to narrow skirts and big waists. Accept these two features, look to the Orient for inspiration, and you may evolve styles to suit yourself. There is no hint to variety and eccentricity.

The Turkish pantaloon skirt of heavy and supple black satin which is shown here is an approved model. It is a picturesque but not a graceful garment, made to hang about a slim figure. And it takes slowness to the point of attenuation to wear drapery on these lines, with any success. But the idea of the pantaloon as suggested here brought in a variety of skirts with drapery arranged at the sides in this fashion.

In the majority of similar skirts less material is used, and in a simpler arrangement. The front is plain and there is no need of the lace underdrapery at the bottom. Wide fabrics are cut in such a way that the skirt is narrow at the bottom, draped in hanging folds about the hips, and finished with a plain panel at the back. This interpretation of the pantaloon skirt is more pleasing, more simple and far more popular than the original development, which came from the Callot salon and which is pictured in the illustration.

The little Turkish jacket worn with the skirt is in blue velvet. It is a

smart, military looking affair, very rich and rather simple. Black velvet and silk ornaments form its decoration. The model hangs loosely on the figure and is one of a few successful designs which incorporate a plain sleeve with arms eye defined. Such a sleeve is shapeless—a straight tube, saved from ugliness by the insertion of panels and cuffs of black velvet below the elbow. But it is in harmony with the jacket and skirt—it is true to the original Turkish jacket.

To be strictly fashionable, one must look as if the clothes were carelessly adjusted. This is a fad of the hour. A general falling-to-pieces and don't-care-if-I-do pose has been adopted by some extremists, but they are few. Clothing is soft, roomy and comfortable looking and tending more and more toward a graceful draping of the figure.

In spite of all this variety and eccentricity of styles, the good looking tailor-made suit continues to flourish almost undisturbed by the restless striving for something new. It is somewhat less severe, indulging a little in the use of draped lines in skirts and roominess in coats. The peg-top skirt and the Russian blouse make a combination as smart and up-to-date as can be, in the development of tailor-mades. A suit of this kind, with soft blouse of silk or lace, borrows just enough from the fads of the season to be quite in the mode, without losing the tailored character which so appeals to American women.

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there are attractive patterns to be had in the neighborhood of three dollars a yard.

An elegant satin is employed in the beautiful model shown here, and handsome martin fur in the bands that trim it. In a light golden brown, in tan or gray, but, best of all, in mahogany or paprika, this wrap is appropriate for day wear on dress occasions and for evening wear.

It will prove quite as effective in the less expensive satins and very pretty in the new fashionable fabrics with velvet-like surface. Skunk furs or even less expensive shaggy furs, dyed black may be used for the bands.

The hat worn with this wrap is larger than the average and is made of plush and satin. There is a plush-covered brim and soft puffed crown of satin. A narrow band of fur, like that in the wrap, furnishes a necessary finish at the base of the crown, and a shaded plume in an unusual pose completes the design. It is not a shape which all faces can wear, and a smaller hat would look equally well.

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Gowns and Wraps That Glitter.
In brocades, velvets, silks and the innumerable transparent materials that accompany and complete them, the rage for gold color is all pervading. And in the brocades the use of gold thread adds a glitter which, again, is one of the crazes of the season. Linings for coats are frequently in gold broche, and the new tunics are often made of silver or gold tinted union or mousseline desoie, the band of strass or colored jewelery round the edge adding its note to the scintillating effect.

MANITOBA CROP YIELDS

Gladstone, Man., reports that the wheat crop of 1913 exceeded all expectations, 30 bushels per acre was the general yield. The grade was never better. One farmer had 400 acres in wheat, which weighed 66 pounds to the bushel.

On Portage Plains, Manitoba, there were some remarkable yields. Noah Elgert had 61 bushels of wheat per acre; the government farm, 61 bushels; Geo. E. Stacey, 54; T. J. Hall, John Ross and D. W. McCuaig, 50; W. Richardson, 51; M. Owens, 61½; Anderson and Turnbull, 60; J. Lloyd, 48½; Jas. Bell and Robt. Brown, 48; R. S. Tully, 52; J. Wishart, 49½; Philip Page, 47; J. Stewart, 45; J. W. Brown, 30; Chester Johnson, 44; E. H. Muir, 42; L. A. Bradley, 43; W. Boddy, 40; Albert Davis, 43; E. McLenaghan, 37; farming the same land for 40 years, J. Wishart secured a crop of 49½ bushels to the acre, the best he ever had, and the yield of Mr. Bradley's was on land plowed this spring.

Marquette, Man., Sept. 21.—Splendid weather has enabled the farmers of this section to make good progress with the cutting and harvesting of this season's crop. Wheat is averaging twenty bushels to the acre, with barley forty-five and oats going seventy. There has been no damage of any description.

Blinscath, Man., says: Good reports are coming from the machines of high yields and good sample. The elevators are busy shipping cars every day.

Dauphin, Man., Sept. 13.—Threshing is general the grain is in good shape and the weather is ideal. The samples are best ever grown here, grading No. 1 Northern. The returns are larger than expected in nearly every case. E. B. Armstrong's wheat went thirty-four bushels to the acre, others twenty-five to twenty-seven.

Blinscath, Man., Sept. 3.—Cutting is finished here and threshing is in full swing. This part of the province is keeping up its record, wheat averaging twenty-five bushels to the acre.—Advertisement

Classified Mail.

"Good morning," the young woman said as she stepped to the window at the Euclid Village postoffice. "Is there a letter for me today?"

"I'll look," the clerk answered. The young woman blushed a little, and she added, "It's a business letter."

The man inside the window took up a handful of letters and looked them over hastily. Then he informed the customer that there was nothing for her; and with great disappointment depicted on her lovely features, she went away—she soon came back, this time blushing more furiously than before.

"I—I deceived you," she stammered. "It—it wasn't a business letter I was expecting. Will you please see if there is something for me among the love letters?"

SCALP ITCHED AND BURNED

833 South Scioto St., Circleville, Ohio.—"My little girl's trouble first started on her head in a bunch of little pimples full of yellow-looking matter and they would spread in large places. In a short time they would open. Her scalp was awfully red and inflamed and the burning and itching were so intense that she would scratch and rub till it would leave ugly sores. The sores also appeared on her body, and her clothing irritated them so that I had to put real soft cloth next to her body. She would lie awake at nights and was very worrisome. At times she was tortured with itching and burning.

"I tried different remedies with no benefit for months. I had given up all hope of her ever getting rid of it, then I concluded to try Cuticura Soap and Ointment. The second application gave relief. In a short time she was entirely cured." (Signed) Mrs. Alice Kirlin, Nov. 4, 1912.

Cuticura Soap and Ointment sold throughout the world. Sample of each free, with 32-p. Skin Book. Address postcard "Cuticura, Dept. L, Boston."—Adv.

The Great Danger.
She—Has Jack's auto got him into any serious trouble yet?

He—Well, I understand he has become engaged to the girl he's been taking out in it.—Boston Transcript.

Expensive Tributes.
"People who once threw bouquets at that man now throw eggs."
"With eggs at 50 cents a dozen?" exclaimed young Mrs. Tokins. "My! They must think a lot of him."

USE ALLEN'S FOOT-EASE.
The Antiseptic powder to be shaken into the shoes for Tender, aching feet. It takes the sting out of corns and bunions and makes walking a delight. Sold everywhere. See Retailer's list. For full trial package, address A. C. Allen, 1230 N. Y. Ave.

Needy.
"Is Jones a friend in need?"
"Yes, he's always in need."

Avoid Dangerous Nostrums. Take Dean's Mentholated Cough Drops. They have real value—5c at all good Drug Stores.

The luckiest day for getting married has not yet been discovered.

Pain in Back and Rheumatism
are the daily torment of thousands. To effectually cure these troubles you must remove the cause. Foley Kidney Pills begin to work for you from the first dose, and exert so direct and beneficial an action in the kidneys and bladder that the pain and torment of kidney trouble soon disappears.

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THERE ARE THREE GOOD REASONS why you should have your car overhauled now and worn parts replaced.

FIRST: The garage man can give you better service—and you can spare the car better now than later. No matter whether you are going to keep the car, or sell or trade it in on a new one—it will pay you well to have it thoroughly overhauled, worn parts replaced by new ones and body repainted.

SECOND: We are able to furnish replacement parts for all models of above makes of cars within 48 hours from receipt of order. Have concentrated this branch of the business at Newcastle, Ind. (center of population of the U. S.) Here we have a \$1,750,000 investment in plant and stock. 45,000 separate bins of parts.

THIRD: And perhaps the best reason why you should secure your requirements now—we must increase prices 20% January 1st, when the new parts price lists will be off the presses.

NOW NOTE THIS—Never before in the history of this industry has a new concern, having bought the plants and assets of a bankrupt one, taken upon itself the obligation of furnishing replacement parts for the cars it never made.

THE MAXWELL MOTOR COMPANY DID. We considered it good business, even if not a moral or legal obligation.

WE FOUND 122,000 owners out in the cold, as it were—pleading for parts. Their cars laid up and useless in most cases.

WE'VE INVESTED about one and three-quarters millions (\$1,750,000) dollars in a plant and stock of parts, for over 150 different models, made by the concerns that comprised the United States Motor Company, whose assets we purchased from the Receiver thru the U. S. Courts.

WE TOOK THE NAME MAXWELL solely for the protection of 60,000 persons who had bought cars under that name.

HAD WE CHOSEN ANOTHER NAME those 60,000 cars would have had almost no value in the second-hand market. As it is, they have a definite value. And by the replacement of the worn parts your car will be good for a long time to come.

ANY RECOGNIZED DEALER or repair man—whether he handles the present Maxwell line or not—can procure these parts for you. Or you can order direct. Shipment will be made within 24 to 48 hours after receipt of the order at Newcastle.

Maxwell Motor Co., Inc.
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